

LAST EDITION.

RIDE IN AN "L" CAB.

Experience of an "Evening World"

Reporter on a Tilting Motor.

Headlight Views from South
Ferry to the Harlem River.Now New Yorkers Are Guarded
from Accident During Transit
in the Air.A trip over the Elevated Railroad from
South Ferry to One Hundred and Fifty-
fifth street in the cab of one of the puff-
y little locomotives is an interesting and
exhilarating experience and a decided
novelty.There are many things to observe which
the ordinary traveler by Gotham's rapid
transit routes never has an opportunity to
see, even if he suspects their existence, for
the little windows of the passenger cars
shut out all view of the broad expanse of
streets and avenues and limit it entirely to
interminable rows of unromantic brick
buildings and equally uninteresting second
and third story windows.

WATCHING FROM THE MOTOR'S CAB.

An occasional opening in the uptown
blocks, it is true, enables one to catch
glances of the Park and what remains of
the old-time shanty settlements in the Har-
lem districts, as the train flies along, but
the scenery, as a rule, from such a point of
view, is sadly lacking in suggestiveness or
interest to the average patron of the El-
evated roads.If one has the advantage, however, of an
observatory in the cab of the locomotive, it
is very different. Instead of creeping along
between the red brick walls he seems to be
flying along upon the rails like a race-horse
upon the course.He can see just where he is going, and
when a long stretch looms up ahead, the
end of which is lost in the distance, with
perhaps several broad-rolling grades be-
tween himself and the point where the
tracks fade into invisibility, he finds him-
self at the end of the stretch before he
knows it, slowly tacking around some sharp
curve fifty feet or so above the street, the
locomotive tilting over in an alarming
manner and every moment seemingly about
to topple over upon the granite pavements
below.

WAITING THE APPROACH OF THE TRAIN.

It is not every one who can obtain the
privilege of enjoying such a trip. In fact,
it is distinctly against the rules of the com-
pany to allow any passengers in the cab,
and they are the high officials of the road
and are performing the regular duties of
inspection.It is dangerous to have any one aboard
who may distract the attention of the man
at the throttle-valve, for he occupies a most
responsible position and has the lives of
hundreds of people in his hands.Through the courtesy, however, of Col.
F. K. Hain, the General Manager of the
road, permission was obtained by a re-
porter of THE EVENING WORLD, to make a
trip over the Sixth Avenue line, with one of
THE EVENING WORLD's art staff, in the
cab of one of the locomotives.Supt. W. W. Thompson, who is foreman
of engineers and engine-despatcher at the
big yards at One Hundred and Fifty-fifth
street, consented to look after THE EVEN-
ING WORLD delegation. He proved to be a
perfect mine of information, which he
imparted with the utmost cheerfulness.The time chosen for the trip was 4 o'clock
P. M., when the travel on the Sixth Avenue
line begins to be heavy. The engineer was
George Ford.After reaching the party into the cab there
was very little room left. The quarters
were also unpleasantly warm, although the
air outside was sharp and cutting, and the
side windows were opened.Then the bell was pulled by the conductor
and the train started out from the station
and wound in and out among the bar-
nished trees of Battery Park until it got
fairly on its way up Greenwich street to
the Rector street station.Here there was a big crowd waiting on
the platform, which came up nearly
filled the live cars which came up from
South Ferry nearly empty.It is a busy place, for during the
rush hours the train must be despatched so
rapidly that they cannot all be handled at
South Ferry, and a certain proportion ofthem switch off at Rector street and start
up again without going to the Battery.
The same thing is done at Chambers street
during the rush hours, because trains stop-
ping at Rector and Cortlandt streets and
Park place are so jammed with passengers
that the people who go to the upper station
never have a chance to get aboard.

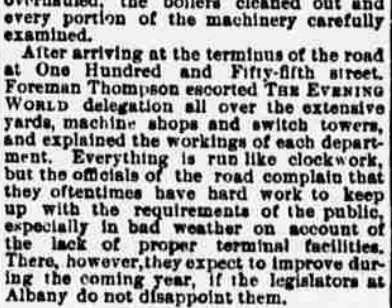
THE FIRST VIEW FROM THE MOTOR'S ENGINE.

The first curve is just above Park place,
where the road runs down Murray street
and then comes out into the long, straight
way course, through West Broadway and
South Fifth avenue. In going around the
sharp curve the engineer whistles off steam,
and the train heads around slowly, pro-
pelled by its own momentum. The throttle
is opened again as soon as half the train
has passed the corner and the worst
part of the strain is over.After Chambers street is passed there is a
clean course for a mile or two. There is
slight down grade as far as Canal street,
and then it is up hill to Blooming; but the
stations are so near together that if the
train is a little behind time there is no us-
ing to make it up until the long uptown
levels are reached.The engine now used on the road are the
Roosevelt and Rhode Island models, but
they are expected to do heavier work.
The average weight of an Elevated Railway
motor is from twenty to twenty-four tons.
Good time was made on the down grade
along West Broadway, but when the train
reached Blooming street it was a minute and
a half behind time, because of the long
stop made at the intermediate stations to
take on the crowds of passengers."We will have to make this up," re-
marked Engineer Ford, "up above." The
train was now on the level, and the road
was straight and the corner buildings could
be seen to the east side of West Broadway, and the cars
tilt over so that they seem almost on
the point of losing their balance. There is
just a glimpse of Washington Park as the
train swings around the curve, but in the
summer time the engineers can see the
green trees all the way up from Grand
street.

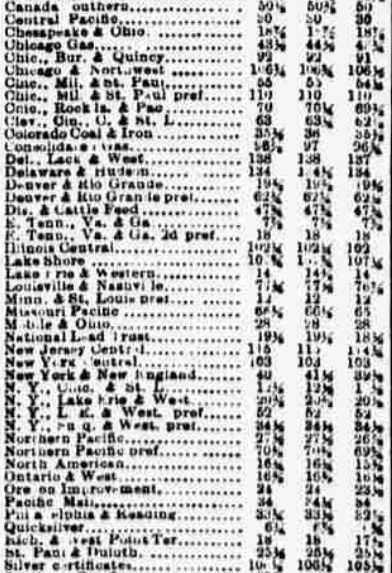
TRACK WALKER AT DUSE.

One of the heaviest traffic stations uptown
is at Forty-third street. Twenty-third
street is another. There are big crowds
at both of them as the train drew up, and
the engineer brought it to a full halt with
the steam brake, the engine was di-
rectly opposite the little signpost bearing
the word "Stop," just north of the plat-
form.Mr. Thompson explained that these signs
were necessary in order to enable the en-
gineers to bring all the cars platforms within
range of the short station platforms at the
Sixth and Ninth streets, and that in cross-
ing the tracks at either avenue warnings
may be given in time.The curved intersections at Fifty-third
street, both on Sixth and Ninth avenues,
are regarded by the engineers as the most
trickiest spots along the line. In Sixth ave-
nue there is the running of trains from the
Central Park station to look out for, and on
Ninth avenue the trains on the latter line.
At night each place is a perfect mass of
different colored signals, with all of
which the engineer must be thoroughly
familiar. Towers are erected, command-
ing a view of Fifty-third street, both at
Sixth and Ninth avenues, and in cross-
ing the tracks at either avenue warnings
may be given in time.

A TRACK SWEEPER.

It is the rule for all engineers to stop at
these points, whether the signals are right
or not, until they receive the word to go
ahead. This is an extra precaution, in case
the colored disks, or the night the colored
lights, get out of order for any reason and
do not work properly. There is usually
always a train waiting at this curve either
on the up or down track.After reaching Fifty-ninth street, the way
is clear to the curve at One Hundred and
Tenth street, and engineers usually find
plenty of opportunity in this stretch to
make up for lost time. From Fifty-ninth
block, when a sharp up-grade for at least
ten blocks, when the level is finally reached,
and the increasing distance between the
stations is readily utilized.During commission hours the Ninth ave-
nue trains run right through to One Hun-dred and Thirty-fifth street, but during the
high hours of travel they do not go beyond
Fifty-ninth street, while the Sixth avenue
trains invariably stop at all stations.Within the last two years the Company
has constructed a middle track for the
larger part of the distance between Fifty-
ninth and One Hundred and Tenth streets,
which is indispensable in the way of an ex-
press service.Whenever the weather is foggy and thick,
a series of signals at short intervals along
the route is brought into requisition. These
signals are so constructed that each suc-
ceeding train records the distance which
separates it from that which follows.Above the big curve at One Hundred and
Tenth street the way is clear to the One
Hundred and Forty-fifth street station,
where the extensive yards and repair shops
of the west side routes begin to complicate
matters, especially after the commission
hours are over.At One Hundred and Forty-fifth street the
yard begins to fill up about 9 o'clock in the
morning, and by 11 o'clock all the tracks
are crowded. The yard will hold from
twenty-five to thirty trains of five cars each.
They remain in the yards during the re-
mainder of the forenoon and early part of
the afternoon, but about three o'clock they
are again brought out and distributed at
the various terminal points along the route,
so as to be in readiness for the evening
rush hours.

CONNECTING THE TRAIN AND MOTOR.

The locomotives are all sent to the yards
at One Hundred and Fifty-fifth street, where
a careful inspection of each motor is made
before each trip to be certain that the ma-
chinery is in perfect order. Several motors
are always kept in reserve at both ends of
the route, in readiness to be despatched at
once to any point along the line where an
accident may occur.Once every month each motor goes to
the repair shop, where it is thoroughly
overhauled, the boilers cleaned out and
every portion of the machinery carefully
examined.After arriving at the terminals of the road at
One Hundred and Fifty-fifth street, Fore-
man Thompson escorted THE EVENING
WORLD delegation all over the extensive
yards, machine shops and switch towers,
and explained the workings of each depart-
ment. Everything is run like clockwork,
but the officials of the road complain that
they sometimes have to keep up with the
requirements of the public, especially in
bad weather on account of the
lack of proper terminal facilities.The how to the road is no using to
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FRESH BITS OF CITY NEWS.

The Minor Incidents and Ac-
cidents of Metropolitan Life.Terse Chronicles of a Day's Haps and
Mishaps About Town.May Graduate an Expert Thief.
Thirty-year-old Louis Miller, of 841 Fifth
avenue, was committed to the Juvenile Asylum
this morning. His father is a jester who
also has charge of 8 West Twenty-eighth
street, where only men live. Little L. was
caught in the act of stealing silver from John
Wallace's room.Thrown from His Carriage. Badly
Injured.
William H. Thomas, twenty-three years old,
of 78 West Thirty-third street, was thrown from
his carriage this morning while driving in
Ninth avenue. He received a scalp wound and
internal injuries. He was taken home.Boys Rescued from Floating Ice.
James Donovan and Joseph Sherin, two
boys living at the Gansevoort street, were re-
scued from a cake of floating ice in the North
River yesterday by Captain W. T. Sherin, of the
steamer, Beacon. The boys broke away from
shore while they were playing on ice.Death Annals Robs "the Finest."
Patrolman Patrick W. Devitt, of the Oak
street station, died at his home, 108 Franklin
street, this morning.Boston Claims Her Greyhound.
Inspector Gerraughty, of Boston, called at
the Jefferson Market Court this morning with
regulation papers for the alleged J. J. Kelly, alias
William Gray, alias Carroll, alias Keating,
alias The Greyhound, and Gray was turned
over to his custody.How the Other Half Lives.
Elizabeth Heininger and her four children—
George, five years old; David, three; William,
two, and William, one—were found de-
stitute in a rear tenement at 80 West street,
yesterday, when the morning's sun in char-
ge of the family. The woman's husband
died seven years ago, and two weeks later her
baby came and there was no money to keep
any of them alive.Edison Building Strike Still On.
There were a few people at work in the new
Edison Telephone Building this morning, but
the strike is still on, and practically everything
is at a standstill.Fambridge Gets His Old Place.
Chief Clerk Michael P. Daly, of the City
Court, today, re-appointed ex-Deputy Sheriff
Simpson, of the Twenty-first District, as
Deputy Sheriff of the City Court, after a
leave of absence, which he took to visit his
wife, who gets a clerkship in the County
Clerk's office.To Hurry Up the Broadway Cable.
It was announced this morning that the Met-
ropolitan Traction Company would begin the
construction of the cable on Broadway at once
instead of waiting until spring as was expected.
The work will begin at Fifty-ninth street.Paid Debt for His Room.
Charles Deane, a porter living at 88 East
One Hundred and Twelfth street, was held at
his home this morning, charged with violat-
ing a cash and five red railroad tickets worth
\$100, which he had taken from a John O'Neil,
traveler, who hired a furnished room in John-
son's flat.Caught in the Post-Office Raid.
Forty-year-old Archie Watt, of 44 Goe-
vernor street, and William Wagner, twelve
years old, of 101 West 101st street, were caught
in a raid on the post-office this morning. They
were found in possession of a large quantity
of stolen goods, which they had hidden in
the post-office.Horse Owner Caught the Horse
Thief.
Justice White today held George Fields for
trial for stealing a horse and wagon which
Smith had taken from the Fifty-fifth
street station.Lambert's Great Mask Ball.
Members of the Grand Lodge of the I. O. O. F.
are exuberant over the success of their annual
masquerade ball, which was held at the Ex-
change Avenue Opera-House last night. Adam
Bremer, Chairman of the Fair Committee, led
the grand march, and the dancing lasted
until 1 o'clock in the morning. The ball was
held at the Hotel Hamilton.Bigamy for Revenue Only.
Carl Hecking, alias Augustus Bolling, who
was advertised for a wife and married two German
domestics in this city and another in Jersey
City, getting from \$800 to \$1000, was sen-
tenced to prison for bigamy by Recorder Smyth
this morning. He was given a term of four
years and six months in State prison upon
his plea of guilty of bigamy.The City to Be Colder To-Night.
The local weather bureau says New York
will be colder to-night, and may have a light
snow.Emmons Goes to Sing Sing for Life.
Edward Emmons, who was convicted last
night of murder in the second degree for the
killing of John J. Lee, was sentenced to
life in Sing Sing Prison this morning by
Supt. Elsworth and Deputy Supt. Robert
Brown, of the State Prison. Emmons told a
reporter that he did not want a trial.A Woman Appointed Notary Public.
Miss M. P. Brown, of 101 Broadway, was
morning received from Attorney-General
Miller her commission as notary public for
the State of New York. She is the first woman
ever appointed to this position. She holds the
same office for forty States, Territories and
provinces.Newark Cares for Its Vagrants.
In Newark this morning Justice Hourigan
sent eleven tramps up for sixty days. The
gang comprised a man and four boys who
were found collected around a wood fire in a
cattle pen on the Newark meadows last night.Blazing Barns at Highland Park.
The two farm buildings belonging to
Edward Kitchenmaster, the farmer, and an-
other barn, the property of Michael Farn,
a farmer, in Highland Park, N. J., were burned
early this morning. The loss being \$50,000.Drowned While Skating.
Henry Curran, a popular young man at Dun-
ham's Corner, N. J., while skating last night
on the canal there, broke through the ice and
was drowned. His body has been recovered.Appointed by De Lancy Nicoll.
Charles Gossweiler, a T. M. L. M. man
from the Sixty-third District, was today ap-
pointed clerk to the Grand Jury by District
Attorney Nicoll, in place of George Barker, a
County Democrat.Bellevue Needs New Wardens.
Warden Fallon, of Bellevue Hospital, in his
annual report, which will be submitted to the
Commissioners of Charities and Correction to-
morrow, declares that the capacity of the
Hospital is inadequate to accommodate patients,
and that a new hospital building is needed.

EVA IS A WITNESS.

Robert Ray Hamilton's Alleged
Widow Testifies for Herself.She Denies Several of Her Own
Previous Sworn Statements.Josh Mann Complicates Her Case by
Suing Her for a Divorce.When Evangeline Steele smiles, two hard
thin lines cross her cheeks almost in the very
middle, and the effect is anything but pretty.
These creases appear in the otherwise
smooth and solid cheeks this morning, when
an EVENING WORLD reporter asked her lawyer,
Mr. Morrison, what he proposed to do in the
matter of Josh Mann's suit for absolute divorce
from Evangeline begun yesterday afternoon by
the trusting upon the all-giving widow of Rob-
ert H. Hamilton, as a witness in a hearing in
Fourteenth street, a summons and complaint,
in which Mann alleged that he and Eva had
lived as husband and wife since 1881, and had
held out to the world that they occupied this
relation Jan. 7, 1889, when Eva "pretended to
marry" the New York Assessor."Do you know what she said?" asked Mr. Morrison.
"We don't know whether we shall accept the offer
of the paper and go on and defend it or not.
Of course, you know Josh Mann has been
suffering with paralytic for two years and
has been in the care of his mother."But she was not deterred. Having viewed of
her Pennsylvania relatives and acquaintances
with one wave of the hand, she now proceeded
coolly to state the story of "false witness"
upon the part of the Eastman, Ch. W. Wright,
the real estate agent from whom she and Josh
had parted, Mrs. Julia Everett, who housed
her and Josh for a time, Dr. Anderson and a
half dozen other New Yorkers who had testi-
fied that she and Josh had lived together since
1881, and that she and Josh had lived together
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